

U. S. TAKES ROADS TO-DAY; TO BE RUN AS ONE SYSTEM; HELP FOR WEAKER LINES

McAdoo Will Operate Vast Milage as Post Office, Us- ing Shortest Routes

TRAFFIC TO BE POOLED

Shippers Will Merely Send Their Freight to the Newport District

PLAN PLEASES COUNTRY

President Expected to Address Congress on Subject When

Special Despatch to THE SUN.
WASHINGTON, Dec. 27.—At the stroke of noon to-morrow the railroads of the country, comprising one-third of the world's total mileage, will pass under the control of the United States Government, thereafter to be operated by William C.

McAdoo as Director-General of Railroads in fact as well as in name. Every car and locomotive on the railroads after this change takes place will have as it were the letters U. S. A. written on it and be regarded by the Government as interchangeable units on the different lines of this single system. For the Govern-

the government system. For the government's purposes it will be as if individual railroads like the Pennsylvania and the New York Central had disappeared from the railroad map and their identity been merged in a single Government system.

time changes will be brought about likely to affect the whole economic situation. For one thing hereafter every railroad freight station and terminal will have

freight station and terminal will bear the same relation to the country's traffic as the individual post office does to the mail system. It will be for the shipper to take his freight to the nearest station and the Government will route it as it sees fit, just as it does the mail package deposited in the post office.

Country Seems to Approve.
From the flood of telegrams and congratulatory messages which poured into the White House and the office of Secretary McAdoo to-day it would seem as if the country as a whole had approved of the act of the President yesterday in taking possession of the railroads. These telegrams came from humble citizens,

bankers and railroad presidents. Jacob H. Schiff, Daniel Willard, Newman Erb and S. Davies Warfield, the latter being head of the Railway Investors Association made up of 30,000 owners of railroad securities, were among those who sent messages of congratulation to the President. Mr. McAdoo's desk at the

It is expected now that the President will address Congress the day after it reconvenes and the legislation is ex-

pected to go through without much delay. Congress is still subservient to the President's wishes on matters of war policy, and while some mutterings were heard to-day from radicals that the guarantee was too liberal and also that the President had exceeded the authority vested in him by the law of 1916 in

virtually fixing such a guarantee in his proclamation, there was no indication that the opposition would amount to much more than talk.

No definite plans have been formed as yet for the operation of the railroads.

under the new system. Secretary McAdoo is to tackle his new task in real earnest to-morrow with the object first of drawing up an operating plan. For this purpose he has invited the members of the Railroads' War Board to meet him at 11 o'clock. He will then ask the board for suggestions, particularly with

regard to the elimination of obstacles they have found in speeding up freight and relieving congestion which can be relieved at once by Secretary McAdoo exercising the unlimited power he will have.

The future of the Railroads' War Board was still among the uncertainties to-night. Secretary McAdoo declined to state to-day whether the board would be continued. In a general way these features stood out to-night as having been developed or clarified during the day.

The guarantee is to be a maximum and minimum equivalent to the rent paid a leased line, and any earnings over this will revert to the Government and will not be for the railroads to dispose of. The Government, if it sees fit, can put some of these excess

earnings back in the road or divert them to other purposes, such as making up the deficit of weaker roads. The relation of the railroads to the Government will be virtually the same as leased lines to a parent system.

by the roads themselves. Mr. McAdoo anticipates no trouble with renewals now that the Government stands behind the railroads. Refunding plans may be entered into with his approval.

Each Corporation Must Approve.

The President and Mr. McAdoo re-

ward the guarantee as merely a suggestion to Congress and which, if Congress authorizes, must then be offered to the railroads to accept or reject. Each corporation must meet and decide whether it is acceptable and if not acceptable must take the matter to the courts. Such action is possible.

will affect the Government's seizure and control of the railroads in question.

Mr. McAdoo as Director-General